CLAIMS

Ino. A5

1. A method of joining a first component (6) made of plastic to a second component (9) made of plastic, where the first component (6) is introduced into an injection mold with at least a connecting section where the connection to the second component (9) is to be formed,
the second component (9) being produced by integral molding of plastic onto the connecting section (12) of the first component (6),
one surface (13) of the connecting section (12) being wetted at least partially by the plastic of the second component (9),
characterized in that
at least one bonding body (14) is formed on the surface (13) of the connecting section (12) which is provided for wetting by the plastic of the second component (9), said bonding body being fixedly connected to it, melting in integral molding of the plastic of the second component (9) due to the thermal energy of the integrally molded plastic and thus fusing to the integrally molded plastic.

2. The method according to Claim 1,
characterized in that
each bonding body (14) is formed by an elevation which projects away from the surface (13) of the connecting section (12) and is integrally molded onto the first component (6) in the manufacture of the latter, so that each bonding body (14) is produced in one piece with the connecting section (12).

3. The method according to Claim 2,
characterized in that
each elevation (14) tapers with increasing distance from the surface (13).

4. The method according to Claim 2 or 3,
characterized in that
the elevations (14) run along the surface (13) in the form of a ring, in particular a circular ring, in the case of a cylindrical first component (6), in particular a round cylindrical component.

5. The method according to one of Claims 1 through 4,
characterized in that
the temperature at which the plastic of the second component (9) is injected into the injection mold (injection temperature) is close to the upper limit of a temperature range in which the injection molding method can be carried out with this plastic.

6. The method according to one of Claims 1 through 5,
characterized in that
the pressure at which the plastic of the second component (9) is injected into the injection mold (injection pressure) is close to the upper limit of a pressure range in which the injection molding process can be carried out with this plastic.

7. The method according to one of Claims 1 through 6,
characterized in that
the plastic of the first component (6) has a high viscosity relative to that of the integrally molded plastic of the second component (9).

8. The method according to one of Claims 1 through 7,
characterized in that
the first component (6) is designed as a blow-molded part, i.e., as a component produced by a blow-molding method.

9. The method according to one of Claims 1 through 8,

characterized in that
the respective melting points of the plastics of the two component (6, 9) are in approximately the same range.

10. The method according to one of Claims 1 through 9, **characterized in that**
the plastics of the two components (6, 9) each have only a relatively narrow temperature range for processing their melts.

11. The method according to one of Claims 1 through 10, **characterized in that**
the components (6, 9) are each made of a polyamide plastic.

12. The method according to one of Claims 1 through 11, **characterized in that**
the components (6, 9) are each made of a fiber-reinforced plastic, in particular a fiberglass-reinforced or carbon fiber-reinforced polyamide plastic.

13. The method according to one of Claims 1 through 12, **characterized in that**
the first component is an intake manifold (6) of an intake manifold system (1) which receives the air from an air supply which is provided for combustion in the internal combustion engine and distributes it to individual combustion chambers of the internal combustion engine, and the second component is a flange (9) of the intake manifold system (1) which can be connected to the internal combustion engine.

14. The method according to Claim 13, **characterized in that**
the intake manifold system (1) has a modular design,

with an air distributor module (2) made of plastic which can be connected to the air supply of the internal combustion engine, with several intake manifold modules (6), each made of plastic and designed in one piece, connected at their one pipe end (7) to the air distributor module (2) and each assigned to one of the combustion chambers of the internal combustion engine, and with at least one flange module (9) made of plastic in one piece to which at least one of the intake manifold modules (6) is connected at its other pipe end (8).